

CLAIMS**What is Claimed is:**

- 1 1. A vehicle having two primary wheels and at least two retractable
2 wheels and a sliding panel system for open or completely enclosed riding,
3 wherein both the wheelprint and the open/enclosed panel system being quickly
4 and independently reversible.
- 1 2. The vehicle as claimed in Claim 1, wherein the vehicle having two
2 primary wheels is selected from the group consisting of motorscooters,
3 motorcycles, mopeds, and bicycles.
- 1 3. The vehicle as claimed in Claim 2, wherein the sliding panel system
2 comprises an enclosure for completely enclosed riding and at least one sliding
3 panel allowing a rider to enter and exit the vehicle.
- 1 4. The vehicle as claimed in Claim 3, wherein the retractable wheels
2 when deployed prevents the vehicle from tipping over without the need for a rider
3 to use his or her feet and legs to keep the vehicle upright.
- 1 5. The vehicle as claimed in Claim 4, wherein the enclosure further
2 comprises an integral safety/utility bar for protecting the rider.
- 1 6. The vehicle as claimed in Claim 5, wherein the enclosure further
2 comprises one or more convenience or safety feature selected from the group
3 consisting of safety belts; audio systems; communications systems; global
4 positioning systems; heating, ventilation and air conditioning systems; lighting
5 systems; windshield cleaning systems; and warning systems.
- 1 7. The vehicle as claimed in Claim 6, wherein the retractable wheels
2 are located on sides of the vehicle and further serve as a protective barrier for the
3 rider and the vehicle from a side collision.
- 1 8. The vehicle as claimed in Claim 7, wherein the vehicle occupies a
2 volume approximately six feet long, five feet high, and two feet wide.
- 1 9. The vehicle as claimed in Claim 8, wherein the enclosure has
2 sufficient interior volume to accommodate two people and two standard sized
3 (25" by 15" by 10") luggage containers.

1 10. The vehicle as claimed in Claim 9, wherein the vehicle has a
2 structural size that takes up less space on a road and when parked than a typical
3 automobile.

1 11. A vehicle comprising:
2 a frame;
3 a front wheel carried by the frame;
4 a rear wheel carried by the frame;
5 an enclosure positioned around the riding area of the vehicle and mounted
6 securely on the frame; and
7 at least one retractable stabilizing member carried by the frame, the at
8 least one retractable stabilizing member having an extended position and a
9 retracted position,
10 wherein the at least one retractable stabilizing member prevents the vehicle from
11 leaning more than a predetermined angular amount from a vertical position when
12 the at least one retractable stabilizing member is in the extended position.

1 12. The vehicle as claimed in Claim 11, wherein one of the at least one
2 retractable stabilizing member is located on each side of the vehicle.

1 13. The vehicle as claimed in Claim 12, wherein the at least one
2 retractable stabilizing member is located proximal to the rear wheel of the vehicle.

1 14. The vehicle as claimed in Claim 11, wherein the at least one
2 retractable stabilizing member prevents the vehicle from tipping when extended,
3 and not adversely impair the operation of the vehicle or the movement of a rider.

1 15. The vehicle as claimed in Claim 11, wherein the at least one
2 retractable stabilizing member reversibly moves from an upper retracted position
3 distal from a road surface to a lower extended position proximal to the road
4 surface.

1 16. The vehicle as claimed in Claim 15, wherein the at least one
2 retractable stabilizing member is operationally attached to the frame via a leg
3 assembly.

1 17. The vehicle as claimed in Claim 16, further comprising one leg
2 assembly for each of the at least one retractable stabilizing member.

1 18. The vehicle as claimed in Claim 17, wherein the leg assembly
2 comprises a strut attached at a proximal end to the vehicle at a pivot point and an
3 axle located at a distal end of the strut and is associated with one of the at least
4 one retractable stabilizing member.

1 19. The vehicle as claimed in Claim 18, wherein the pivot point is an
2 attachment point on the frame.

1 20. The vehicle as claimed in Claim 19, wherein the leg assembly
2 further comprises a control arm attached to the strut and extending to an
3 actuating motor located on the vehicle.

1 21. The vehicle as claimed in Claim 20, wherein when the actuating
2 motor is activated to extend the at least one retractable stabilizing member, the
3 actuating motor moves the control arm in a direction so as to move the at least
4 one retractable stabilizing member downward into the extended position.

1 22. The vehicle as claimed in Claim 21, wherein when the actuating
2 motor is activated to retract the at least one retractable stabilizing member, the
3 actuating motor moves the control arm in a direction so as to move the at least
4 one retractable stabilizing member upward into the retracted position.

1 23. The vehicle as claimed in Claim 18, wherein the pivot point is a
2 drive shaft on an actuating motor.

1 24. The vehicle as claimed in Claim 23, wherein when the actuating
2 motor is activated to extend the at least one retractable stabilizing member, the
3 actuating motor rotates the strut in a direction so as to move the at least one
4 retractable stabilizing member downward into the extended position.

1 25. The vehicle as claimed in Claim 24, wherein when the actuating
2 motor is activated to retract the at least one retractable stabilizing member, the
3 actuating motor rotates the strut in a direction so as to move the at least one
4 retractable stabilizing member upward into the retracted position shown.

1 26. The vehicle as claimed in Claim 18, further comprising a locking
2 means to hold the at least one retractable stabilizing member in either or both of
3 the extended and retracted positions.

1 27. The vehicle as claimed in Claim 21, further comprising a tension
2 spring to retract the at least one retractable stabilizing member when the

3 actuating motor is deactivated so as to move the at least one retractable
4 stabilizing member upward into the retracted position.

1 28. The vehicle as claimed in Claim 24, further comprising a tension
2 spring to retract the at least one retractable stabilizing member when the
3 actuating motor is deactivated so as to move the at least one retractable
4 stabilizing member upward into the retracted position.

1 29. The vehicle as claimed in Claim 15, wherein the at least one
2 retractable stabilizing member is operated automatically.

1 30. The vehicle as claimed in Claim 29, wherein the at least one
2 retractable stabilizing member automatically retracts when the vehicle is moving
3 faster a preset speed.

1 31. The vehicle as claimed in Claim 30, wherein the at least one
2 retractable stabilizing member automatically retracts when the vehicle is moving
3 faster than 25 miles per hour (40 kph).

1 32. The vehicle as claimed in Claim 30, wherein the at least one
2 retractable stabilizing member automatically retracts when the vehicle is moving
3 faster than 15 miles per hour (24 kph).

1 33. The vehicle as claimed in Claim 30, wherein the at least one
2 retractable stabilizing member automatically retracts when the vehicle is moving
3 faster than 7 miles per hour (11 kph).

1 34. The vehicle as claimed in Claim 30, wherein the at least one
2 retractable stabilizing member automatically retracts when the vehicle is moving
3 faster than a speed preset by a rider.

1 35. The vehicle as claimed in Claim 18, wherein the at least one
2 retractable stabilizing member is operated manually.

1 36. The vehicle as claimed in Claim 35, further comprising a control
2 arm attached to the strut at a proximal end and terminating in a handle on a distal
3 end opposite the connection to the strut.

1 37. The vehicle as claimed in Claim 36, wherein the handle is proximal
2 to a rider such that the rider can pull the handle upwards to retract the at least
3 one retractable stabilizing member and push the handle downwards to extend the
4 at least one retractable stabilizing member.

1 38. The vehicle as claimed in Claim 37, wherein the control arm
2 comprises a locking means to hold the at least one retractable stabilizing member
3 in either or both of the extended and retracted positions.

1 39. The vehicle as claimed in Claim 38, further comprising a tension
2 spring to retract the at least one retractable stabilizing member upward into the
3 retracted position.

1 40. The vehicle as claimed in Claim 11, wherein the enclosure
2 comprises windows.

1 41. The vehicle as claimed in Claim 40, further comprising a means for
2 entering and exiting the enclosure that can be opened and closed in varying
3 arrays.

1 42. The vehicle as claimed in Claim 40, wherein the enclosure further
2 comprises at least one safety device selected from the group consisting of bars
3 and safety belts.

1 43. The vehicle as claimed in Claim 40, wherein the enclosure further
2 comprises at least one convenience device selected from the group consisting of
3 headlights, window wipers, storage bins, compartments, audio/video systems,
4 and climate control systems.

1 44. The vehicle as claimed in Claim 11, wherein the at least one
2 retractable stabilizing member when retracted is located inside of the enclosure.

1 45. The vehicle as claimed in Claim 11, wherein the at least one
2 retractable stabilizing member when retracted is located outside of the enclosure.

1 46. The vehicle as claimed in Claim 41, wherein the means for entering
2 and exiting the enclosure comprises a system of sliding panels contained in a
3 frame and comprising at least one movable crossbar that pivots about an axis
4 and at least one panel, wherein at least one of the panels is movable in at least
5 two directions along the frame so that placement of the at least one panel in
6 select positions within the frame creates openings of different sizes, shapes and
7 locations within the frame.

1 47. The vehicle as claimed in Claim 46, further comprising at least one
2 vertical crossbar, wherein the at least one movable crossbar is pivotably attached
3 to the at least one vertical crossbar; and the at least one panel is movable in a

4 horizontal and vertical direction.

1 48. The vehicle as claimed in Claim 47, wherein the at least one
2 movable crossbar is lockable in place within the frame.

1 49. The vehicle as claimed in Claim 48, wherein the at least one panel
2 can be slid along the at least one movable crossbar.

1 50. The vehicle as claimed in Claim 49, wherein the movement of the at
2 least one panel is along the at least one movable crossbar.

1 51. The vehicle as claimed in Claim 46, wherein the movement of the at
2 least one panel in one direction creates an opening in the system.

1 52. The vehicle as claimed in Claim 51, wherein an electric means is
2 used to move the at least one panel.

1 53. The vehicle as claimed in Claim 46, wherein a first of the least one
2 panel can be slid behind or in front of a second of the at least one panel.

1 54. The vehicle as claimed in Claim 46, wherein all of the at least one
2 panels can be placed in one corner of the frame.

1 55. The vehicle as claimed in Claim 46, wherein the movable bar pivots
2 to a position against a part of the frame so as to create a larger continuous
3 opening through the frame greater than the size of any one of the at least one
4 panel.